

Sworn statement of construction costs, etc., to be filed, after completion.

Examination by Secretary of War.

Findings of Secretary conclusive.

Right to sell, etc., conferred.

Construction contracts to be let to lowest bidder.

Advertising, etc.

Contracts void for violations.

Amendment.

SEC. 4. The grantees and their assigns shall, within ninety days after the completion of such bridge, file with the Secretary of War, and with the Highway Department of the State of Washington, a sworn itemized statement showing the actual original cost of constructing the bridge and its approaches, the actual cost of acquiring any interest in real property necessary therefor, and the actual financing and promotion costs. The Secretary of War may, and at the request of the Highway Department of the State of Washington shall, at any time within three years after the completion of such bridge, investigate such costs and determine the accuracy and the reasonableness of the costs alleged in the statement of costs so filed, and shall make a finding of the actual and reasonable costs of constructing, financing, and promoting such bridge. For the purpose of such investigation the said grantees and their assigns shall make available all records in connection with the construction, financing, and promotion thereof. The findings of the Secretary of War as to the reasonable costs of the construction, financing, and promotion of the bridge shall be conclusive for the purposes mentioned in section 2 of this Act, subject only to review in a court of equity for fraud or gross mistake.

SEC. 5. The right to sell, assign, transfer, and mortgage all the rights, powers, and privileges conferred by this Act is hereby granted to the grantees and their assigns; and any corporation to which or any person to whom such rights, powers, and privileges may be sold, assigned, or transferred, or who shall acquire the same by mortgage foreclosure or otherwise, is hereby authorized and empowered to exercise the same as fully as though conferred herein directly upon such corporation or person.

SEC. 6. All contracts made in connection with the construction of the bridge authorized by this Act and which shall involve the expenditure of more than \$5,000, shall be let by competitive bidding. Such contracts shall be advertised for a reasonable time in some newspaper of general circulation published in the State in which the bridge is located and in the vicinity thereof; sealed bids shall be required and the contracts shall be awarded to the lowest responsible bidder. Verified copies or abstracts of all bids received and of the bid or bids accepted shall be promptly furnished to the highway department of the State in which such bridge is located. A failure to comply in good faith with the provisions of this section shall render null and void any contract made in violation thereof, and the Secretary of War may, after hearings, order the suspension of all work upon such bridge until the provisions of this section shall have been fully complied with.

SEC. 7. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, February 28, 1929.

February 28, 1929.
[S. 5350.]
[Public, No. 846.]

CHAP. 369.—An Act To amend the Air Commerce Act of 1926 with reference to the examination and rating of schools giving instruction in flying.

Air Commerce Act, 1926.
Vol. 44, p. 569, amended.

Rating of civilian schools giving instruction in flying.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section 3 (d) of the Air Commerce Act of 1926 is amended by striking out the period at the end thereof and adding a semicolon and the following: "and provide for the examination and rating of civilian schools giving instruction in flying, as to the adequacy of the course of instruction, as to the suitability and airworthiness of the equipment, and as to the competency of the instructors. The examinations and

ratings provided for in this paragraph shall only be made upon request of the owners or representatives of the air navigation facilities or schools."

Approved, February 28, 1929.

CHAP. 370.—An Act To amend section 1, rule 3, subdivision (e), of an Act to regulate navigation on the Great Lakes and their connecting and tributary waters, enacted February 8, 1895, as amended May 17, 1928.

February 28, 1929.
[S. 5095.]
[Public, No. 847.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That rule 3, subdivision (e), of an Act entitled "An Act to regulate navigation on the Great Lakes and their connecting and tributary waters," enacted February 8, 1895, and being chapter 64, Twenty-eighth Statutes at Large, section 645, as amended May 17, 1928 (U. S. C. title 33, section 252), be amended by substituting the letter "a" in parentheses for the second letter "e" in parentheses in the seventh line thereof.

Great Lakes, etc.
Lights required on
vessels on the.
Reference correction.
Vol. 28, p. 646, amend-
ed.
Ante, p. 592.
U. S. Code, p. 1061.

Approved, February 28, 1929.

CHAP. 371.—An Act Authorizing the Secretary of the Interior to issue to the city of Bozeman, Montana, a patent to certain public lands.

February 28, 1929.
[S. 5014.]
[Public, No. 848.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Interior is authorized and directed to issue to the city of Bozeman, Montana, a patent in fee to lots 9, 10, 11, and 12, section 21, township 1 south, range 6 east, Montana principal meridian, upon payment therefor by the city at the rate of \$1.25 an acre subject to valid existing rights: *Provided*, That there shall be reserved to the United States all oil, coal, or other mineral deposits, and the right to prospect for, mine, and remove the same under such rules, regulations, and conditions as the Secretary of the Interior shall prescribe.

Public lands.
Patent to Bozeman,
Mont.

Provided.
Mineral deposits re-
served.

Approved, February 28, 1929.

CHAP. 372.—An Act To include in the credit for time served allowed substitute clerks in first and second class post offices and letter carriers in the City Delivery Service time served as special-delivery messengers.

February 28, 1929.
[S. 4981.]
[Public, No. 849.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the second proviso of section 4 of the Act entitled "An Act reclassifying salaries of postmasters and employees of the Postal Service, readjusting their salaries and compensations on an equitable basis, increasing postal rates to provide for such readjustment, and for other purposes," approved February 28, 1925 (Forty-third Statutes at Large, page 1059; United States Code, title 39, section 108), is amended to read as follows:

Postal Service.
Reclassification of
salaries, etc.
Vol. 43, p. 1059,
amended.
U. S. Code, p. 1042.

That hereafter substitute clerks in first and second class post offices and substitute letter carriers in the City Delivery Service when appointed regular clerks or carriers shall have credit for actual time served, including time served as special-delivery messengers, on a basis of one year for each three hundred and six days of eight hours served as substitute or messenger, and shall be appointed to the grade to which such clerk or carrier would have progressed had his original appointment as substitute been to grade 1.

Substitutes, when ap-
pointed regular clerks,
etc., credited for time
served, including as
special-delivery mes-
sengers.

Approved, February 28, 1929.